

## Message Text

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ACTION EUR-12

INFO OCT-01 NSC-05 ISO-00 CIAE-00 PM-05 INR-07 L-03  
ACDA-07 NSAE-00 PA-01 SS-15 PRS-01 SP-02 USIA-06  
TRSE-00 /065 W  
-----043497 021341Z /47

R 021238Z AUG 77  
FM USMISSION NATO  
TO SECSTATE WASHDC 5200  
SECDEF WASHDC  
CINCUSAFE RAMSTEIN AB GER  
USCINCEUR VAIHINGEN GER  
INFO JCS WASHDC  
CNO WASHDC  
CSAF WASHDC  
DA WASHDC  
DCA WASHDC  
CDRDARCOM ALEXANDRIA VA  
DFSC CAMERON STA VA  
PICATINNYARS DOVER NJ  
CINCUSAREUR HEIDELBERG GER  
CINCUSNAVEUR LONDON ENG  
ALL NATO CAPITALS  
CINCLANT NORFOLK VA  
USLOSACLANT NORFOLK VA  
ABERDEEN PROVING GRND MD  
ARRCOM ROCK ISLAND ILL  
USNMR SHAPE BE  
ASD WPAFB OHIO  
CDR1STTNGBGD FT KNOX KY  
CDRUSATACOM WARREN MICH

C O N F I D E N T I A L SECTION 01 OF 04 NATO 07417

ABERDEEN FOR CDR BRL AND DIR AMSAA; USAFE FOR LGSF, ATTN:  
CAPT LENZ; WPAFB FOR ASD/ENFE, ATTN: LTC ANDREWS

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E.O. 11652: GDS  
TAGS: MARR NATO  
SUBJECT: MEETING OF THE AD HOC COMMITTEE ON EQUIPMENT  
INTEROPERABILITY WORKING GROUP NO. 4 ON FUELS (AC/297(WG/4)  
ON 28-29 JULY 1977 AT NATO HQS, BRUSSELS, BELGIUM  
REF: (A) USNATO 06502, DTG 070037Z JUL 77. (B) US RE-  
PORT ON THE STATUS OF ONGOING USAF F-34 (JP-8) FUEL RELAT-

ED EFFORTS DATED 13 JULY 77 (NOTAL).

SUMMARY. WORKING GROUP 4 ON FUELS MET ON 28-29 JULY 77 IN AN EFFORT TO DETERMINE THE INFORMATION WHICH MIGHT BE REPORTED TO MINISTERS IN DECEMBER 1977. DISCUSSION OF PROGRESS OF US AIR FORCE STUDIES AND REQUIREMENTS OF ALL NATIONS FOR FURTHER TESTING INDICATED THAT NO FURTHER PROGRESS COULD BE REPORTED IN 1977. ARRANGEMENTS WERE MADE FOR INPUT INFORMATION TO PREPARE FOR THE NEXT WORKING GROUP MEETING IN JANUARY 1978. ACTION REQUESTED: CONTINUED PRIORITY ACTION BY USAF ON F-16 TESTS CURRENTLY UNDERWAY AND US ARMY ATTENTION TO POTENTIAL PROBLEMS FOR FIXED AND ROTARY WING AIRCRAFT IF NATO CONVERTS TO USE OF F-34 FUEL. END SUMMARY.

1. FOLLOWING ITEMS OF INTEREST TO THE UNITED STATES ARE REPORTED AND ARE KEYED TO THE AGENDA (REF A):

IV. APPROVAL OF DRAFT FINAL REPORT ON NAVAL FUELS. APPROVED WITH ONLY MINOR CHANGES.

VI. JET FUEL: VIA. CONVERSION TO F-34 AS PRIMARY FUEL. THE CHAIRMAN (STONE) CALLED THE WORKING GROUP'S ATTENTION TO THE MINISTERIAL AGREEMENT TO CONVERT FROM F-40 TO F-34 AS THE NATO PRIMARY FUEL. WORKING GROUP (WG) 4 HAD AGREED IN FEB 1977 MEETING THAT THE F-16 WAS THE KEY TO TIMING OF CONFIDENTIAL

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THE CONVERSION. THE FRG REP (NEUBAUER) ANNOUNCED, HOWEVER, THAT HIS AUTHORITIES WERE NOW TAKING A MORE CAUTIOUS APPROACH TOWARD PREREQUISITES FOR THE CONVERSION OF EXISTING SYSTEMS. HE PRESENTED THE FOLLOWING PLAN WHICH THE FRG CONSIDERED SHOULD BE UNDERTAKEN AS A JOINT EFFORT:

BEGIN TEXT.

#### 4. TESTS FOR FULL QUALIFICATION

##### 4.1 GROUND TESTS

###### 4.1.1 COLD STARTS

- F-4F/RF-4E, F104G/TF 104G
- UH 1 D AND CH 53

###### 4.1.2 FUEL SYSTEM TESTS (INCLUDING LOW TEMPERATURES)

- F/TF 104G, UH 1 D
- (F-4F/RF-4E AND CH 53 THEORETICAL DEDUCTION FROM F 44 EXPERIENCE IS EXPECTED TO BE SUFFICIENT)

###### 4.1.3 ENDURANCE TESTS (ENGINES)

- TG 407 AND J 79-17A ENGINES HAVE SUCCESSFULLY COM-
- PLETED AN 150 H ENDURANCE TEST.
- J 79-11A ENGINES ARE PHASED OUT.
- J 79-J 1 K AND T 53 - L 13 ENDURANCE TESTS REQUIRED.

#### 4.2 FLIGHT TESTS

- UH 1 D AND CH 53: NO FLIGHT TESTS REQUIRED.
- F-4F (RF-4E), F 104: DEDUCTION FROM TEST RESULTS OF
- USAF F-4 FLIGHTS WITH JP 8 AND CIP RESULTS MAY BE
- SUFFICIENT.

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INFO JCS WASHDC

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CSAF WASHDC

DA WASHDC

DCA WASHDC

CDRDARCOM ALEXANDRIA VA

DFSC CAMERON STA VA

PICATINNYARS DOVER NJ

CINCUSAREUR HEIDELBERG GER

CINCUSNAVEUR LONDON ENG

ALL NATO CAPITALS

CINCLANT NORFOLK VA

USLOSACLANT NORFOLK VA

ABERDEEN PROVING GRND MD

ARRCOM ROCK ISLAND ILL

USNMR SHAPE BE

ASD WPAFB OHIO

CDR1STTNGBGD FT KNOX KY

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5. GENERAL REMARKS

5.1 THE AIM OF THE CONVERSION PROGRAMME IS TO GET DUAL-FUEL  
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CAPABILITY. ALL GERMAN AIRCRAFT SHALL BE ABLE TO FULFILL  
THEIR OPERATIONAL TASKS USING F 34 AS WELL AS F 40.

5.2 TESTS SHALL BE CONDUCTED USING NORMAL F 34 FUEL. IT IS  
EXPECTED THAT THIS FUEL WILL HAVE A RATHER LOW FLASH POINT  
(ABOUT 120 DEGREE F).

5.3 THE EXCHANGE OF THE APPROPRIATE INFORMATION BETWEEN  
NATIONS SHOULD BE SAFEGUARDED BY A SPECIALIST WORKING  
GROUP. END TEXT.

THE US REP (LOVELAND) NOTED THE NEWLY CAUTIOUS FRG POSITION  
ECHOED THE ORIGINAL US POSITION THAT STUDIES TO DETERMINE  
CONSTRAINTS, REQUIRED MODIFICATIONS, AND QUALIFICATION  
TESTS FOR EXISTING AIRCRAFT WOULD HAVE TO BE PERFORMED  
AS WELL AS THE  
F-16 BEFORE A FINAL CONVERSION DATE COULD BE ESTABLISHED.  
ALL REPS AGREED TO THIS PREMISE.

VI.B. RELATIONSHIP MILITARY TO COMMERCIAL FUEL. THE VICE  
CHAIRMAN (SCHURKENS) TRIED TO DIRECT ATTENTION OF WG/4 TO  
THE PROBLEM OF CIVILIAN AIRLINE FUEL REQUIREMENTS FOR RE-  
INFORCEMENT TO EUROPE BUT THE SHAPE REP (WARREN) POINTED  
OUT THAT THIS QUESTION BELONGED IN THE CIVIL EMERGENCY  
PLANNING ARENA.

VI.C. DEFINITION OF STANDARDIZED PRODUCT, ALTERNATE FUEL,  
ACCEPTABLE FUEL, EMERGENCY FUEL. THE VICE CHAIRMAN ALSO  
TRIED TO DIRECT ATTENTION TO THE QUESTION OF APPROPRIATE  
DEFINITIONS FOR FUEL USE CATEGORIES AND AGAIN THE SHAPE  
REP SUGGESTED THAT THIS WAS A TOPIC BETTER SUITED FOR THE  
MAS. WG/4 DISCUSSIONS SHOULD BE LIMITED TO THE REQUIRE-  
MENT FOR STANDARDIZATION OF THE F-34 PRODUCT TO BE INTRO-  
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DUCED INTO THE DISTRIBUTION SYSTEM.

VI.D. REPORT BY UNITED STATES ON PROGRESS IN THE USAF  
STUDY ON USE OF F-34 WITH THE F-16 AIRCRAFT. THE U.S.  
REPRESENTATIVE (ANDREWS) DISTRIBUTED THE STATUS REPORT

(REF B) AND ORALLY SUMMARIZED ITS FINDINGS AND CONCLUSIONS. HE EMPHASIZED THAT NO FLIGHT TESTING OF THE F-16 ON F-34 COULD BE EXPECTED BEFORE LATE 1977 NOR TEST RESULTS THEREFROM BEFORE THE END OF THE YEAR. HE REMINDED WG/4 THAT THE CURRENT F-16 AIRFRAME AND F100 ENGINE TEST PROGRAMS WERE NOT INTENDED TO QUALIFY THE F-16 FOR JP-8 USE, BUT ONLY TO IDENTIFY PROBLEM AREAS FOR FURTHER TEST OR MODIFICATION. IN RESPONSE TO THE NORWEGIAN (ROE) REP'S CONCERN, THE US REP INDICATED THAT ALL INFORMATION OBTAINED ON THE F-16 EFFORT WOULD CONTINUE TO BE MADE AVAILABLE TO WG/4 AND THE F-16 STEERING COMMITTEE AS SOON AS IT BECOMES AVAILABLE. IF ANY PROBLEMS APPEAR IN THE FUTURE, THEY SHOULD BE HIGHLIGHTED EXPEDITIOUSLY. THE US REP INDICATED THAT EVEN AFTER ALL OF THE RESULTS ARE AVAILABLE FROM F-16 EFFORTS NOW UNDERWAY OR PLANNED, A FINAL DECISION MAY BE DIFFICULT. THIS WOULD BE THE CASE IF THE RESULTS INDICATE THAT THE PERFORMANCE OF THE F-16 ON F-34 IS SO DEGRADED AS TO BE UNACCEPTABLE WITHOUT AN EXTENSIVE MODIFICATION PROGRAM. WG/4 REAFFIRMED THAT THIS F-16 DECISION REMAINED THE KEY MILESTONE IN THE TIMING FOR CONVERSION TO F-34 FUEL. IN THE MEANTIME WG/4 URGED THAT NATIONS INTERESTED IN QUALIFICATION FOR OTHER AIRCRAFT SYSTEMS USING F-34 FUEL TAKE NECESSARY PRELIMINARY ACTIONS INCLUDING AGREEMENT ON FUNDING OF TEST PROGRAMS. COMMENT: USAF SHOULD CONTINUE TO FURNISH TEST RESULTS FROM THE F-16 RELATED EFFORTS TO THE WG/4 AND F-16

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ARRCOM ROCK ISLAND ILL  
USNMR SHAPE BE  
ASD WPAFB OHIO  
CDR1STTNGBGD FT KNOX KY  
CDRUSATACOM WARREN MI

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STEERING COMMITTEE ON A PRIORITY BASIS. WHEN SUFFICIENT DATA IS AVAILABLE USAF SHOULD WORK WITH THE F-16 CON-SORTIUM IN AN EFFORT TO ARRIVE AT A SPEEDY DECISION ON THE CONFIDENTIAL

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F-34 USAGE QUESTION.

V.I.E. HELICOPTER QUESTION. THE CANADIAN REP (MACMILLAN) STATED THAT A COLD START PROBLEM (TEMPERATURE BELOW 4 DEGREE C.) HAD BEEN IDENTIFIED ON HELICOPTERS THAT HAD THE ALLISON T-63 ENGINE WHEN USING JET A-1 FUEL (CIVIL EQUIVALENT OF F-34/35). HE ALSO EXPRESSED CONCERN THAT OTHER NATIONS HAD NOT FULLY RECOGNIZED OR PROBED INTO THIS AREA. HIS PERSONAL EFFORTS HAD NOT IDENTIFIED ANY US ARMY AWARENESS OR TECHNICAL EFFORTS OR STUDY OF THE F-34 CONVERSION POSSIBILITY. SINCE OTHER ARMY AIRCRAFT WILL BE EFFECTED, ACTIVE PARTICIPATION BY THE ARMY IN THIS EFFORT AND INPUT TO THE WG WOULD APPEAR TO BE REQUIRED IF US INTERESTS ARE TO BE PROTECTED.

V.I.F. CONVERSION OF THE JET FUEL BULK SUPPLY SYSTEM. THE CENTRAL EUROPE OPERATING AGENCY (CEOA) REP (CAYRON) MADE A PRESENTATION ON CONVERTING THE CENTRAL EUROPE PIPELINE SYSTEM (CEPS) TO F-34. HIS ASSUMPTIONS WERE: (A) THERE WOULD BE A FIRM CONVERSION COMMITMENT, (B) A COORDINATED PLAN, (C) ONCE CONVERTED THERE WOULD BE NO F-40 CONSUMPTION (D) ALL RESERVES WOULD BE HELD AS F-34, (E) US PIPELINES (DONGES-METZ AND ZWEIBRUCKEN HUTTENHEIM) WOULD CONVERT WITH MASTER PLAN, (F) CONVERSIONS MAY NOT BE AT THE SAME RATE IN 2 AND 4 ATAF AREAS. THIS PROGRAM OF BLOCK CONVERSION OF THE CEPS, ESSENTIALLY COMPLETED WITHIN 12 MONTHS OF FIRST DELIVERY OF F-34 FUEL, WAS GENERALLY ACCEPTED. WG/4 THANKED CEOA FOR THEIR EFFORTS AND REQUESTED THEM TO

CONTINUE CONVERSION STUDIES AS REQUIRED. AFNORTH REP (PARKER) BRIEFED ON HIS STUDIES OF NORWEGIAN AND DANISH CONVERSION PROGRAMS. NORWAY COULD HANDLE THE PROGRAM WITH MINOR PROBLEMS AND COULD EVEN OPERATE WITH TWO JET FUELS FOR AN EXTENDED PERIOD WITHOUT MAJOR NEW INFRASTRUCTURE  
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EXPENDITURE. DENMARK WOULD REQUIRE A LONGER CONVERSION TIME BECAUSE OF LARGE QUANTITIES OF F-40 IN STOCK AND LOW PEACETIME UTILIZATION.

VII. DEVELOPMENT OF TIME SCHEDULES: WG/4 AGREED ON THE FOLLOWING SCHEDULE FOR FUTURE ACTION:

(1) THE F-16 TEST RESULTS SHOULD BE AVAILABLE TO WG/4 AND THE F-16 CONSORTIUM BY THE END OF DECEMBER 1977.

(2) ALL NATIONS WILL SUBMIT TO WG/4 TEST REQUIREMENTS FOR QUALIFICATION OF EXISTING AIRCRAFT ON F-34 BY 1 NOVEMBER. INPUTS HAVE BEEN RECEIVED FROM THE US AND GERMAN REPS WITH NO FURTHER ACTION REQUIRED ON THEIR PART.

(3) A QUESTIONNAIRE WILL BE PREPARED AND DISTRIBUTED ON TEST REQUIREMENTS FOR HELICOPTERS. REPLIES ARE EXPECTED BY 1 NOVEMBER.

(4) THE WG/4 CHAIRMAN WILL CONTACT THE SOUTHERN REGION COUNTRIES FOR THEIR INPUTS ON CONVERTING THEIR AIRCRAFT AND FUEL RESUPPLY SYSTEMS TO F-34.

IX. DATE AND PLACE OF NEXT MEETING. IT WAS GENERALLY AGREED THAT THE NEXT MEETING BE SCHEDULED FOR MID TO LATE JANUARY 1978.

2. COMMENT. THE JULY MEETING WAS CHARACTERIZED BY THE CHANGE OF POSITION OF MOST DELEGATIONS (WITH THE EXCEPTION OF FRANCE, UK AND CANADA) TO JOIN THE US CAUTIOUS APPROACH TOWARD DECISION ON CONVERSION TO F-34. IN THE FUTURE WE WOULD FORESEE A MAJORITY OF NATIONS REQUIRING ASSURANCE THAT THEIR CURRENT INVENTORY OF AIRCRAFT WILL BE ABLE TO

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FUNCTION EFFICIENTLY ON WHATEVER NEW NATO FUEL IS ADAPTED  
VICE THE PREVIOUS SITUATION WHERE THE US WAS CAST AS THE  
VILLAIN OF THE PIECE. IT IS OBVIOUS THAT NO DECISION WILL  
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BE TAKEN BEFORE THE US HAS PRESENTED ITS CONCLUSION  
CONCERNING THE F-16 TO THE F-16 CONSORTIUM AND THAT, EVEN  
THEN, A DECISION WILL BE REQUIRED BY THE NATIONS WHOSE  
CURRENT INVENTORY OF AIRCRAFT WILL CONTINUE TO BE AVAILABLE  
AFTER ANY POTENTIAL CONVERSION DATE. END COMMENT.  
PEREZ

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## Message Attributes

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